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The amount expected that considerably more than the amount required will be subscribed by the closing of the books to-morrow. Last subscriptions were received from Europe to day.

The earnings of the St. Paul, Minnesota and Manitoba road for the third week in December show an increase of 36.56, and those of the Flin River and Pere Marquette road during the same time 28.89. The directors of the Hannibal and St. Joseph road have declared a dividend of 3 1/2 per cent. on the preferred stock. The statement for the year shows that there will be a surplus includ-

lag proceeds from free funds of \$180,488 after paying for this dividend.

Proceeds from the early dealings the general has advanced 2 1/2 to 1 1/2 per cent., but at the first bona fide selling movement caused a decline of 1/2 to 2 1/2 per cent. Michigan Central, Erie, New York Central, Western and Ontario, and Great Northern, all declined. During the afternoon speculation again took an upward turn, and continued strong to the close, where a slight decline was noted.

The final sales showed an advance in price ranging from 1/4 to 3 per cent. in the general, Lake Erie, Western, New York Central, Western and Ontario, Erie, Great Northern, and Michigan Central and Manhattan Elevated being the most prominent there. The Louisville and

New Albany 698,000 copper. Butte, 1,000,000 silver. Recovered 254,000 copper. Butte, 1,000,000 silver. 35 percent. 1,000,000 silver. 35 percent. The transaction aggregated 385,000 shares, of which 1000 were taken by Burlington and Quincy, 5000 Canada Southern, 2000 Cleveland, Columbus, Cincinnati and Indianapolis, 1100 Chicago, Columbus and Indiana Central, 1500 Chesapeake and Ohio, 18,000 Lackawanna, 4000 Delaware and Hudson, 6000 Denver and Rio Grande, 39,000 Erie, 6400 Hannibal and St. Joseph, 1000 Iron Mountain, 8000 Kansas and Texas, 17,000 Lake Shore, 17,000 Lake Erie and Western, 2000 Louisville and Nashville, 8000 Mich-

gan Center, 3000 Northwestern, 18,000 Nashville and Chattanooga, 12,000 New Jersey Center, 3000 New York Center, 500 Northern Pacific, 100 Ohio and Mississippi, 1000 Pacific Central, Western 52500 Pacific Mail, 300 Reading, 11,000 St. Paul 7800 St. Paul and Omaha, 25,000 Union Pacific 25,000 Western Union, 50,000 Western Union, 50 Central Pacific, 2800 Rock Island and 2000 St. Louis and San Francisco. The closing quotations were Central Pacific bonds, 117½; Union Pacific first 117½; Union Pacific land grants, 118½; Union Pacific sinking funds, 122; Lehigh and Wilkes-Barre, 125; St. Paul and Sioux City firsts, no sales; C

cngo, Columbus and Indiana Central firsts, 1 sales; Chicago, Columbus and Indiana Central seconds, no sales; Erie second, 302; Rock Island 139½; Panama, 210; Port Wayne, 125; Pittsburg 127½; Illinois Central, 126½; Chicago, Burlington and Quincy, 128½; Chicago and Alton, 133½; Chicago and Alton preferred, 160; New York Central 5¼ offered; Harlem, 200; Lake Shore, 177½; Canadian Southern, 77½; Michigan Central, 27½; Erie 50½; Erie preferred 90½; Northwestern, 23½; Northwestern preferred, 40½; St. Paul and Northern Pacific preferred, 123½; St. Paul and Omaha 11½; St. Paul and Northern Pacific preferred, 118½; In-

293. *Lackawanna and Western*, 188%; *Morristown*, 188%; *Exeter*, 111%; *Delaware and Hudson*, 91%; *New Jersey Central*, 87%; *Reading*, 58%; *Ohio and Mississippi*, 37%; *Ohio and Mississippi preferred*, 5%; *Chesapeake and Ohio*, 24%; *Mobile and Ohio*, 2%; *Cleveland and Columbus*, 95%; *Chicago, Columbus and Indiana Central*, 20%; *Ohio Central*, 23%; *Lake Erie and Western*, 41%; *Ontario and Western*, 20%; *Wilmington, Cedar Rapids and Northern*, 74%; *Alton and Terre Haute*, 40 offered; *Alton and Terre Haute preferred*, 112; *Wabash*, *St. Louis and Pacific*, 140%; *Wabash*, *St. Louis and Pacific preferred*, 140%.

ferred, 37%; Hannibal and St. Joseph, 4%; Hannibal and St. Joseph preferred, 163%; Iron Mountain, 5%; St. Louis and San Francisco, 4%; Louis and San Francisco preferred, 6%; Louis and San Francisco firsts preferred, 98%; Chicago, St. Louis and New Orleans, 4%; Kansas and Texas, 47%; Union Pacific, 16%; Central Pacific, 6%; Northern Pacific, 37%; Great Northern, 66%; Louisville and Nashville, 87%; Nashville and Chattanooga, 73%; Louisville, New Albany and Cincinnati, 7%; Houston and Texas, 71%; Denver and Rio Grande, 35%; Western Union Telegraph, 50%; Atlantic and Pacific Telegraph, 33%; Pacific

COTTON.
Cotton "took a turn" yesterday—telegrams had a brighter hue for holders. At Liverpool futures were steady, notwithstanding a receipt

60,500 bales within the two last days. In New Orleans there was an advance of $\frac{1}{2}$ ¢, with a good sale. In our market the tone was strong, and middling advanced $\frac{1}{2}$ ¢, while toward the close there were sales made slightly over the quotations. The demand was active and the market very firm at the close. Sales amounted to nearly 3000 bales.

	Yesterday.	Day before.
Ordinary	8 87	8 85
Good ordinary	8 95	8 90
Low middling	9 10	9 05
Middling	9 15	9 10

adding last evening, 2700 to exporters, 2300 to spinners and 50 to speculators.	1871	1870
Stains and off colors	1/2c lower.	1/2c lower
Market steady. Sales, 4500 bales, including last evening, 2700 to exporters, 2300 to spinners and 50 to speculators.		
MEMPHIS COTTON STATEMENT.		
Stock, September 1, 1880.....		6,000
Received to-day.....	1,797	
Received previously.....	274,292	276,000
Shipped to-day.....	3,540	290,000
Shipped previously.....	197,005	197,000

Stock, running account.....	85
IMPORTS.	
Thus far this week.....	9
Thus far last week.....	15
Memphis & Charleston R. R.....	
Mississippi and Tennessee R. R.....	
Louisville & Nashville Great Southern R.R.....	
Memphis & Little Rock R. R.....	
Padsuah & Memphis II. R. R.....	
Steamers.....	
Wagons and other sources.....	

EXPORTS	
Thus far this week.....	9.
Thus far last week.....	12.
Memphis and Charleston R. R.....	
Mississippi and Tennessee railroad.....	1.
Louisville & Nashville Great Southern R. R.....	1.
Seamers south.....	1.
[BY TELEGRAPH]	
The following are the latest telegrams of domestic markets, as reported yesterday to cotton exchange.	

Latest Telegrams	State of Market	Rec'd.	Price Bidding
Galveston	Steady	3 1/2	1
Mobile	Steady	3 1/2	1
Savannah			
Charleston	Steady	3 1/2	1
Wilmington	Quiet	402	
Norfolk	Nominal	4,478	
Baltimore	Steady	500	
New York	Quiet	2 212	
Boston	Steady	634	

The following are the New York spot quotations for yesterday: Ordinary, 8½c; good ordinary, 11½c; low middling, 11 7/16c; middling, 11½c; good middling, 12½c; middling fair, 13½c. At 10:25, quiet at 12:20; quiet; at 2:45, quiet and firm; at 3:15, quiet and firm. Sales, 615 bales. Contracts, none. Stock, 152,492 bales.

The tone of the future market was as follows: At opening, barely steady; 11:25, quiet and steady; 12:15, steady; 1:30, steady; 2:30, steady; 3:15, strong.

The following shows the closing quotations:

futures in the New York market yesterday:		
Months.	Yesterday.	Day before.
January	11.92 1/4 11.93	11.78 1/4 11.79
February	6 1/2 15	6 1/2 15
March	12.34 1/2 12.35	12.14 1/2 12.15
April	12.48 1/2 12.49	12.28 1/2 12.29
May	12.69 1/2 12.61	12.41 1/2 12.42
June	12.71 1/2 12.72	12.52 1/2 12.53
July	12.80 1/2 12.82	12.60 1/2 12.61
August	12.81 1/2 12.82	12.65 1/2 12.66
September	12.85 1/2 12.90	12.65 1/2 12.66

October	11,700	11 72	11,600	11 70
November	11,400	11 54	11,300	11 52
December		11 82		11 81

The New Orleans market closed firm in price for middling. Sales, 10,300 bales; received, 7182 bales. Stock, 361,420 bales.

The Liverpool telegrams yesterday reported a fair demand freely met. Sales, 12,000 bales, of which 10,100 were American. Receipts, 37,000 bales, of which 25,500 were American. Middling lands, 6 11-16d; Orleans, 6 13-16d.

The Liverpool market for futures at noon was

	This Week.	Last Week.	This Last
Receipts for 5 days...	143,461	146,118	107
Exp'ts to Great Britain...	32,739	49,364	32
Exp'ts to Continent...	27,326	43,881	24
Stock on hand	1,002,625	935,566	877

Total receipts at all United States ports, 3,383,877 bales; same date 1879, 3,133,877; same date 1878, 2,652,111. Increase of receipts at United States ports this year, 251,842 bales. Total foreign exports, 1,956,508 bales; last year, 1,659,492; year before, 1,432,290. Total stock at all United States ports, 1,802 bales; last year, 877,245; year before, 836,800.

GENERAL TRADE.

The weather influences were against

The weather influences were 'against' oil
ness activity yesterday. Intense cold made it
greable to go out and impossible to ship off

The following official survey gives the height of the constant of tides and at all important points:		
OFFICIAL SURVEY MEMPHIS, December 29,		
STATIONS.	Above low water.	Rise in Ch.
	Feet, inches.	
Calno.....	12	8
Chattanooga.....	10	
Davenport.....	Fraught	
Galveston.....	Fraught	
Helena.....	Fraught	
Leavenworth.....	Fraught	
Lockport.....	2	
Louisville.....	Fraught	
Memphis.....	10	4
Natchitoches.....	10	4
New Orleans.....	8	
Shreveport.....	13	
St. Louis.....	17	
Vicksburg.....	20	7

Below bench mark.

Bench mark low water 1879.

Below high water of 1874.

METHEOROLOGICAL REPORT.

Time.	Bar.	Therm.	Wind.	W. Cloud.
7:30 a. m.	30.49	9	N. W.	Clear
2:30 p. m.	30.41	9	N. W.	Cloudy

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EVANSVILLE, December 29.—Noon.—River closed, and falling. Weather clear; thermometers at 11 a. m. below zero. River still full of ice; Niagara 8 feet 5 inches, and falling. Weather clear, thermometer 2° below zero. Ice running heavy.

CINCINNATI, December 29.—Noon.—River closed, and falling. Weather clear; thermometers at 11 a. m. below zero. River still full of ice; Niagara 8 feet 5 inches, and falling. Weather clear, thermometer 2° below zero. Ice running heavy.

CAIRO, December 25.—Noon.—Weather intensely cold. Both rivers full of ice. No departures. Night—River 12 feet 8 in. falling. Weather clear; thermometer, 4°.

Andy Baum, Memphis, 1 p.m.; Golden, Cincinnati, 2 p.m.; Dick Fulton, New Orleans. Departed: Baum, Cincinnati, 2 p.m.

MOVEMENTS ON THE LEVEE

Arrivals.—James Lee, Friars Point Tower, Vicksburg; Osceola Belle, Osceola.

Departures.—James Lee, Friars Point Belle, Osceola.

In Port.—Coahoma, Grand Tower, Jambou.

BOATS LEAVING THIS DAY.
WHITE RIVER—Hard Cash, Ed. C. Post
5 p.m.
ARKANSAS CITY—Denn Adams, Mark
master, 5 p.m.
NEW ORLEANS—James Howard, Joe
master, 10 a. m.

RECEIPTS YESTERDAY.
Oceola Belle—66 bales cotton, 507 sacks
84, 225 sacks ear corn.
James Lee—50 bales cotton, 318 sacks ear
59 barrels potatoes, 25 packages sundries.

LOCAL PORT NOTES.
Receipts by river yesterday, 128 bales
825 sacks cotton-seed.
The James W. Gaff, Captain R. W. W
to-day from Cincinnati.

The intense cold continues, practically doing business on the levee.

The keen wind kept all those off the levee today who had no business there.

The steamer *John C. Dickson*, of Glasgow, came yesterday and laid up at Fort Pickens.

The stage of the river here last night fell of four inches during the preceding four hours.

The great iron steamer *Charles F. Chon*, Captain William Thorwald, is due to-day to morrow evening for New Orleans.

The James Howard, Captain Joseph

the Anchor-line packet this morning at
for New Orleans and all intermediate
Archie Woods is her clerk.
The Hard Cash will be found in port
line, and will leave this evening at 5 o'clock
points on White river, going through to
port. She is commanded by Captain Ed
and Charles M. Postal presides in the office.
Captain R. W. Lightbourne has received
from headquarters at Cincinnati to leave
Memphis and Ohio River Packet company
to be in charge of the Anchor-line Packet
trunk, and the Anchor-line Packet

laid up, and the James W. Gaff, on arrival, similarly disposed of.

Passengers and shippers for the I should remember that to-day the new Dean Adams, with the veteran Captain Cheek on the roof, leaves for Arkansas at intermediate points. The books of the charge of the reliable Captain A. L. Cunniff departments of the boat, as well as those who have ever made a trip on her, are in a way to give satisfaction to the public. Remember her hour of departure.

Navigation is about closed at and above both rivers. At Pittsburgh the weather is cold. At Wheeling the river is gorged below the city, with extremely cold water. Cincinnati navigation is closed, and the river very cold, with a gorge probable at Louisville it is very cold, with floating ice, the ferry boats are breaking today. At Evansville a similar state of affairs. At Cairo both rivers are full of floating ice, intense cold prevails.

PERSONAL.
Annie and Jennie, daughters of Capt. of the towboat Ella, died of diphtheria Monday.
Courier-Journal, yesterday: "Captain kile, of the Golden Rule, has presented with \$150. Mr. Nahm, it will be remember his aria last summer by being caught by guard of the Golden Rule and the here."
PICKED UP ADRIFT.

The J. B. M. Kehlor is aground at
clean, having been there since Thursday.
A great deal of ice is running by
the underwriters have placed an embar-
gation.

St. Louis Republican, Tuesday: "The
entirely free from ice Sunday, but yester-
day running full of new-made ice and mak-
ing this morning it will be very heavy.
here is falling, and from here out to Ca-
scaresly four feet. Although no order
issued by the board of underwriters,

New York Journal of Commerce; Eastern, 18,916 tons, 2600 horse-power, w. Scotland, begun in 1884, and finished in 1900. Scott Russell & Co., Length, 679 feet breadth of beam, 82 feet 8 inches; depth 15 feet 2 inches; owned by Great Eastern ship company, London and Liverpool. Cult to state her precise cost, since the engaged in her construction failed so was launched, and before she was fit

TOWBOATS AND BARGE
The John Gilmore and barge, from New Orleans, which added a barge heist containing 1500 bales cotton and 400 tons of iron, was blown up and sunk down at the point, wind-bound, by the same storm.

A Card from Steward McNutt to the Evening Ledger

Monday evening last the *Ledger* printed its local page, an article denouncing McNutt, steward of the James Lee, as a entirely unfit for the position, and demanding dismissal—prefacing the abuse with a commendatory notice of the board of officers. Mr. McNutt desires, and asks space in the *Appeal*, to explain why

RIVER EDITOR APPEAL—In its edit-
twenty-seventh instant, the *Evening*
occasion, after paying the James Lee at
officers a high compliment, to abuse ar-
me in a more critical manner—
as extent, indeed, that I feel
in explaining so far as in my power I
reason I can conceive for the uncalcu-
lous attack. On the Sunday preced-
lication of the article referred to, Mr.
editor of the *Ledger*, came on board
into the cabin, accompanied by two d-

animals not being allowed in the crowded, well-managed steamboat, I politely requested a gentleman to take them out, especially as the floor was being cleansed and oiled at the time. He did so, but in evident ill-humor at what I considered an assumption of authority on my part. The next day he "sat down on me" in the same way as above spoken of. So far from objecting to the gentleman's visit, I am glad to have been proud to show every attentive visitor, and the editor of the *Ledy* to complain of a lack of civility on my part, and his complimentary mention of the boat and its crew.

Of the cause of the *Tedger's* attack on the APPEAL known nothing except why the gentleman in his card, but the know that McSwill, for a quarrel of a been filling the position of steward, owed him a life-long service steward.

MOVEMENTS OF OCEAN ST.
LIVERPOOL, December 29.—Arrived
Boston.

LONDON, December 29.—Arrived at
and Somerset, New York; Caledonia.

ENGINES.

STEAM ENGINE

STATIONARY & PORTABLE.—A
Awarded Medal at Centennial Exhibition, Philadelphia, 1876.

W. BLYMYER MANUFACTURING CO.
CHICAGO, ILL.



